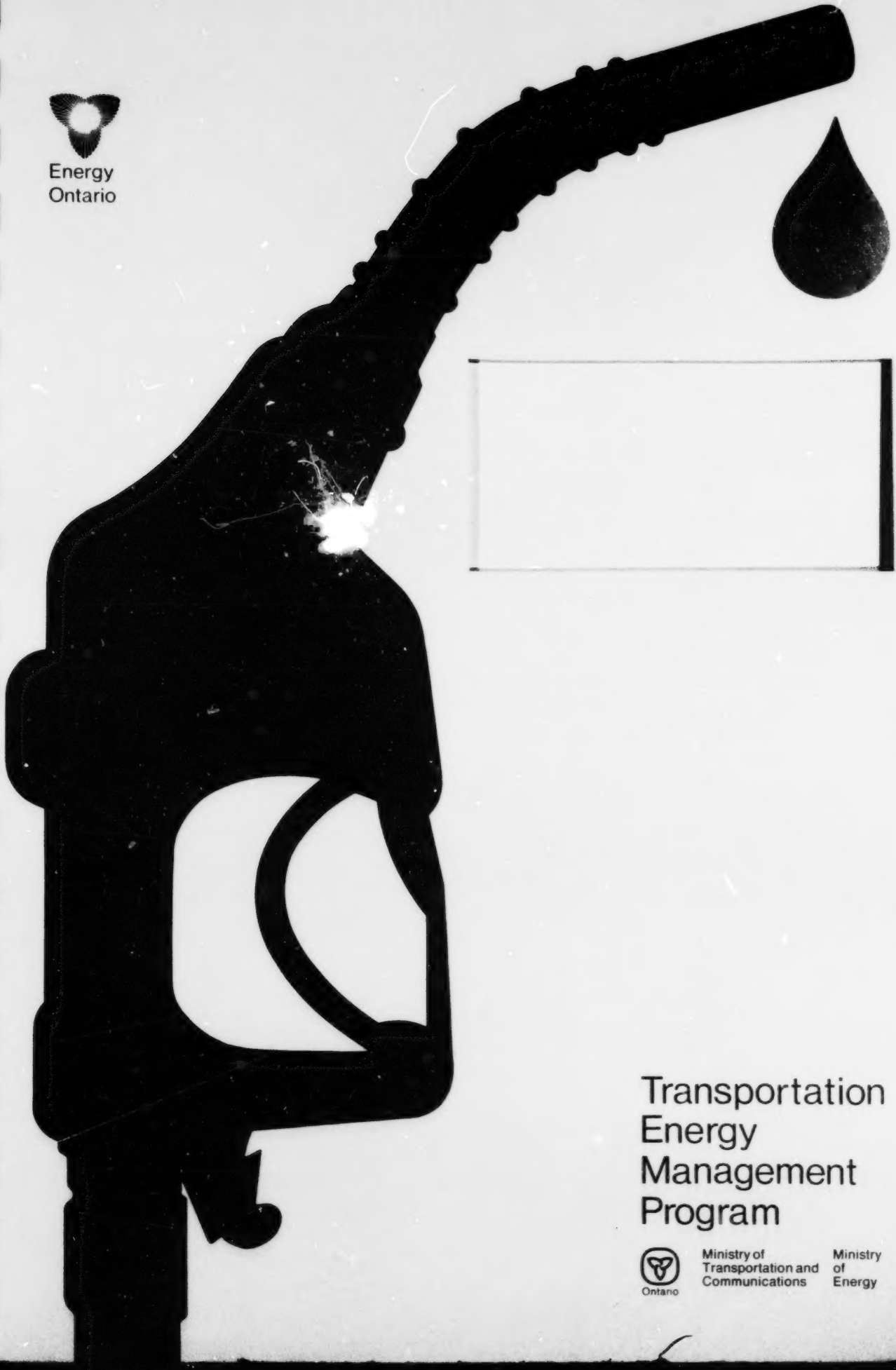
Energy
Ontario



Transportation Energy Management Program

Ontario

Ministry of Transportation and Communications

Ministry of Energy

Employer-Sponsored Vanpooling in Ontario -An Inventory

Employer-Sponsored Vanpooling in Ontario -An Inventory

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Research Officer
Share-A-Ride

Published by:

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Ontario Ministry of Transportation and Communications
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D.M. Allan, Deputy Minister

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Abstract:
To determine the extent of vanpooling's diversity among employer-sponsored programs, Share-A-Ride conducted a survey of Ontario's vanpool administrators in early 1983 and updated in early 1984. The inventory is excellent source of material for a company considering the implementation of a vanpool program and provides current operators with the opportunity to exchange information about their programs.

Key Words: Vanpooling, Employer-Sponsored, Survey, Inventory

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TABLE OF CONTENTS

PAGE

1/ INTRODUCTION 1

2/ INVENTORY HIGHLIGHTS 3

3/ INVENTORY 11

BELL CANADA 12

CHRYSLER CANADA 16

CONSUMERS GAS 20

DOFASCO 24

FALCONBRIDGE LIMITED 28

FORD CANADA 32

GARRETT MANUFACTURING 36

GENERAL FOODS 40

INCO METALS 44

MUTUAL LIFE OF CANADA 48

NORTHERN TELECOM 52

3M CANADA 56

UNION CARBIDE CANADA 60

WESTINGHOUSE CANADA 64

PEI ENERPOOL 68

LIST OF FIGURES

PAGE

Figure 1/ Growth of Employer Sponsored Vanpooling in Ontario 7

Figure 2/ Program Size 8

Figure 3/ Range of Weekly Fares 9

Figure 4/ Location of Vanpool Programs in Ontario 10

1/ INTRODUCTION

Vanpooling is a flexible concept and is easily adaptable to different company environments and levels of company support. It works successfully in both office and factory situations and has been accepted by employees in a great number of occupational areas.

The companies offering vanpooling are very satisfied with their programs. As well as reducing parking congestion or easing relocation impact, many have realized the additional benefits of improved employee morale and increased productivity, and favourable publicity.

To determine the extent of vanpooling's diversity among employer sponsored programs, Share-A-Ride conducted a survey of Ontario's vanpool administrators in early 1983. The original survey was updated in early 1984. Five additional questions were added at that time and are included in the 1984 printing of the survey. In all, 14 companies operating a total of 126 vanpools responded to Share-A-Ride's request for information.

The topics dealt with included:

- Program Status
- Company Features
- Company Support
- Operational Features
- Van Options
- Maintenance
- Operating Costs
- Insurance
- Fares

Besides providing Share-A-Ride with valuable information, the inventory is excellent source material for a company considering the implementation of a vanpool program, and provides current operators with the opportunity to exchange information about their programs. Share-A-Ride would like to thank all of the administrators involved for the time they took to reply to the survey and for their overall co-operation in this endeavour.

Specific questions about any of the programs may be directed to program administrators listed in the inventory. Additional information may be obtained from:

Share-A-Ride
Ministry of Transportation and Communications
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8
(416) 248-7296

Note: Prince Edward Island's "Enerpool" program is included in the inventory but not in the survey results.

2/INVENTORY HIGHLIGHTS

Survey results are based on the responses of 14 Ontario employers operating a total of 126 vanpools.

2.1/ Status

- The number of vanpools operating in Ontario has grown steadily since 1977 when the Public Vehicles Act was amended to permit vanpooling (see Figure 1, Growth of Employer Sponsored Vanpools in Ontario).
- In 1983 there was a 12.5% increase in the number of employer sponsored vanpools.
- In 1983, two companies increased the size of their programs.
- In 1983, two companies reduced the size of their programs due to lack of employee interest.
- The number of vans in company programs vary from one to 56 vanpools (see Figure II -- Size of Program).
- The typical pilot program starts with two or three vanpools.
- Four companies consider expansion a possibility within the next year.

2.2/ Company Features

- Seven companies operate vanpools at more than one worksite.
- Seventy-seven percent of the sites have a workforce of more than 600 employees.
- Three worksites have a workforce of less than 200 employees.
- Fifty percent of the vanpools involve employees who are on shiftwork.
- Vanpools operate successfully at both office and factory locales.

- Employee relations and saving energy are the two most frequently mentioned factors that motivated companies to start vanpooling programs, followed by parking problems and company relocation.

- The most frequently mentioned corporate benefit of vanpooling is favourable corporate publicity, followed by reduced parking congestion and improved punctuality.

2.3/ Company Support

- All 14 companies surveyed provide program administration at no cost to participants.

- Three companies absorb 100% of the insurance premium cost on their vanpools.

- Twelve companies provide priority parking privileges for their vanpoolers.

- Eight companies charge low or no interest on money advanced to the program.

- Eleven companies have automatic payroll deduction for collection of fares.

- Four companies estimate a resale value for the van which is higher than the industry average.

- Nine companies provide a grace period if ridership falls below a certain level.

- Other types of company support mentioned:
  - liberal personal usage policy for employees with Class F licence;
  - company pays for driver training;
  - in times of company shutdown, company pays for lease;
  - free parking for van;
  - drivers can use company gas pumps to purchase gasoline;

- company mechanic does oil changes and minor maintenance to vans for materials cost only.

- All companies but one do not charge the driver for the ride to work.

- All the companies allow the driver personal use of the van.

- Twelve companies offer the driver the right of first refusal to purchase the van after its service life.

- Ten companies use an incentive fare system as a benefit to the driver.

2.4/ Operational Features

- The average daily round trip commuting distance is 92 km.

- Two companies allow non-employees to ride in their vanpools.

- Seven companies require that vanpool drivers take a driver education course.

- Eighty-four percent of vanpoolers have door-do-door service.

- Thirteen companies have 12 seats in their vans, and one company has 11 seats.

2.5/ Vans

- Propane is an increasingly popular fuel for vanpool vehicles. Five of the companies surveyed operate a total of 18 propane vans. Nine companies would consider using propane in the future.

- Almost all of the companies provide standard options on their vehicles, i.e., steel belted radial tires, air conditioning, AM-FM radio, tinted glass, cloth seats, rust proofing and hinge doors.

- Eight of the companies lease their vans. The remainder (six) have purchased their vehicles.

2.6/ Operating Costs

- For vans using gasoline, the average per kilometre operating cost is 15.53¢.

- For vans using propane, the average per kilometre operating cost is 10.93¢.

2.7/ Insurance

- Companies insure for at least $1M public liability, but many have a much higher coverage under the company's umbrella coverage.

- Six companies are self-insured for collision.

- The vans have been driven a total of 9 million km since being put into service and there has been a total of 25 accidents during that time.

2.8/ Fares

- There is great range in the fares charged to riders (see Figure III Range of Weekly Fares). These differences reflect the level of company support, type of fuel used, optional equipment on vans, and length of time in operation.

2.9/ Carpool Program

- Three companies also provide a carpool matching service. Vanpool and carpool services tend to complement each other.

2.10/ Savings

- The 126 employer sponsored vanpools represented in this survey contribute to the following:
  - estimated saving of 3 million L of gasoline annually,
  - a reduction of 20 million vehicle kilometres annually,
  - a 900 car reduction in demand for roadspace and parking.

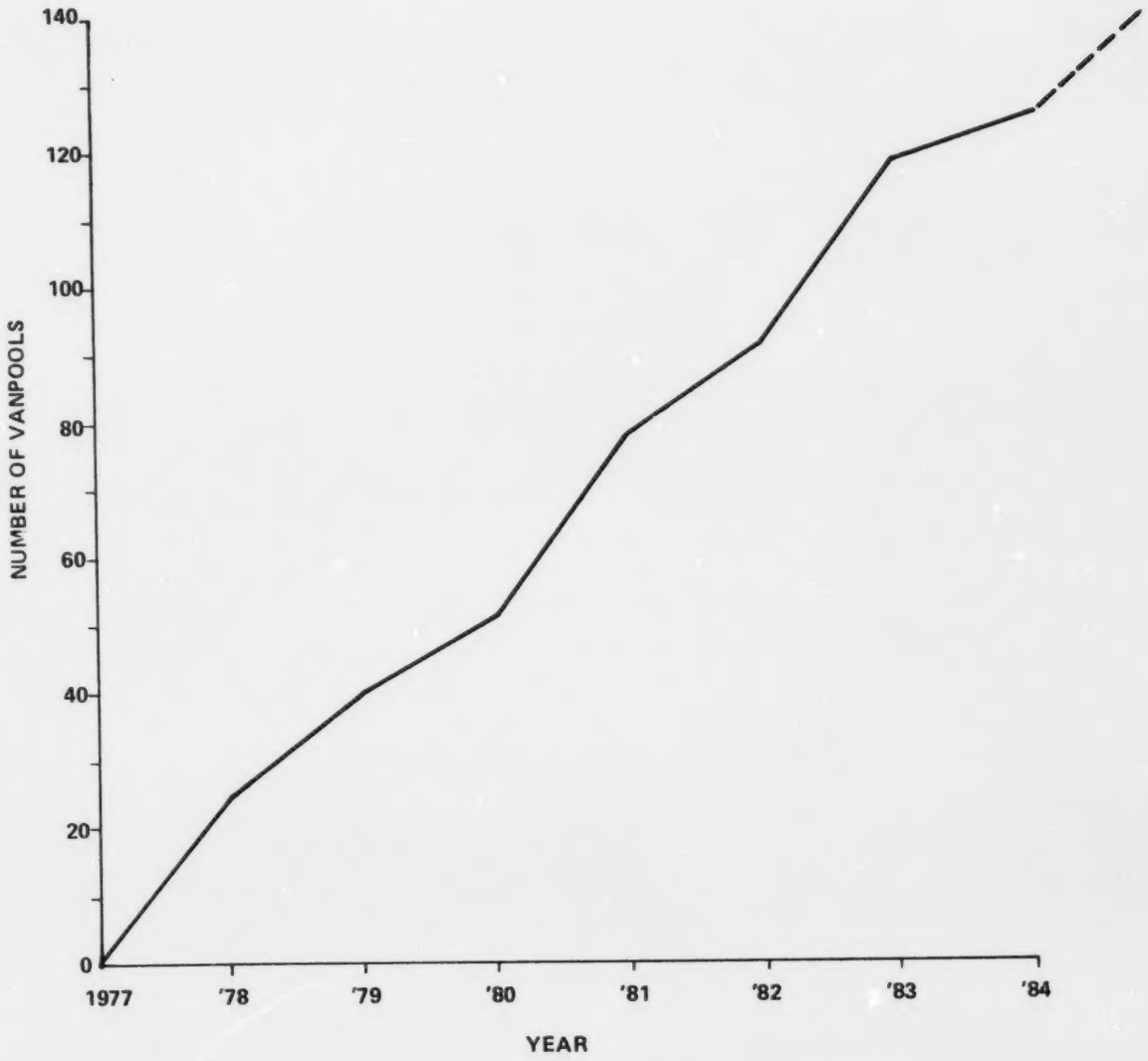


FIGURE 1/ GROWTH OF EMPLOYER SPONSORED VANPOOLING IN ONTARIO

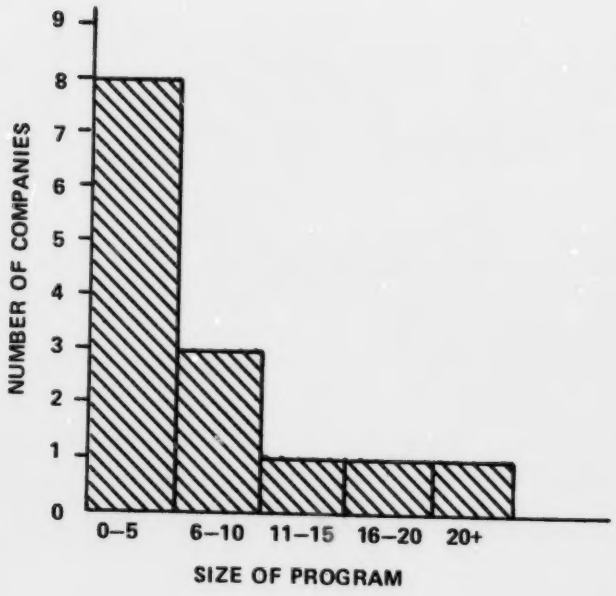
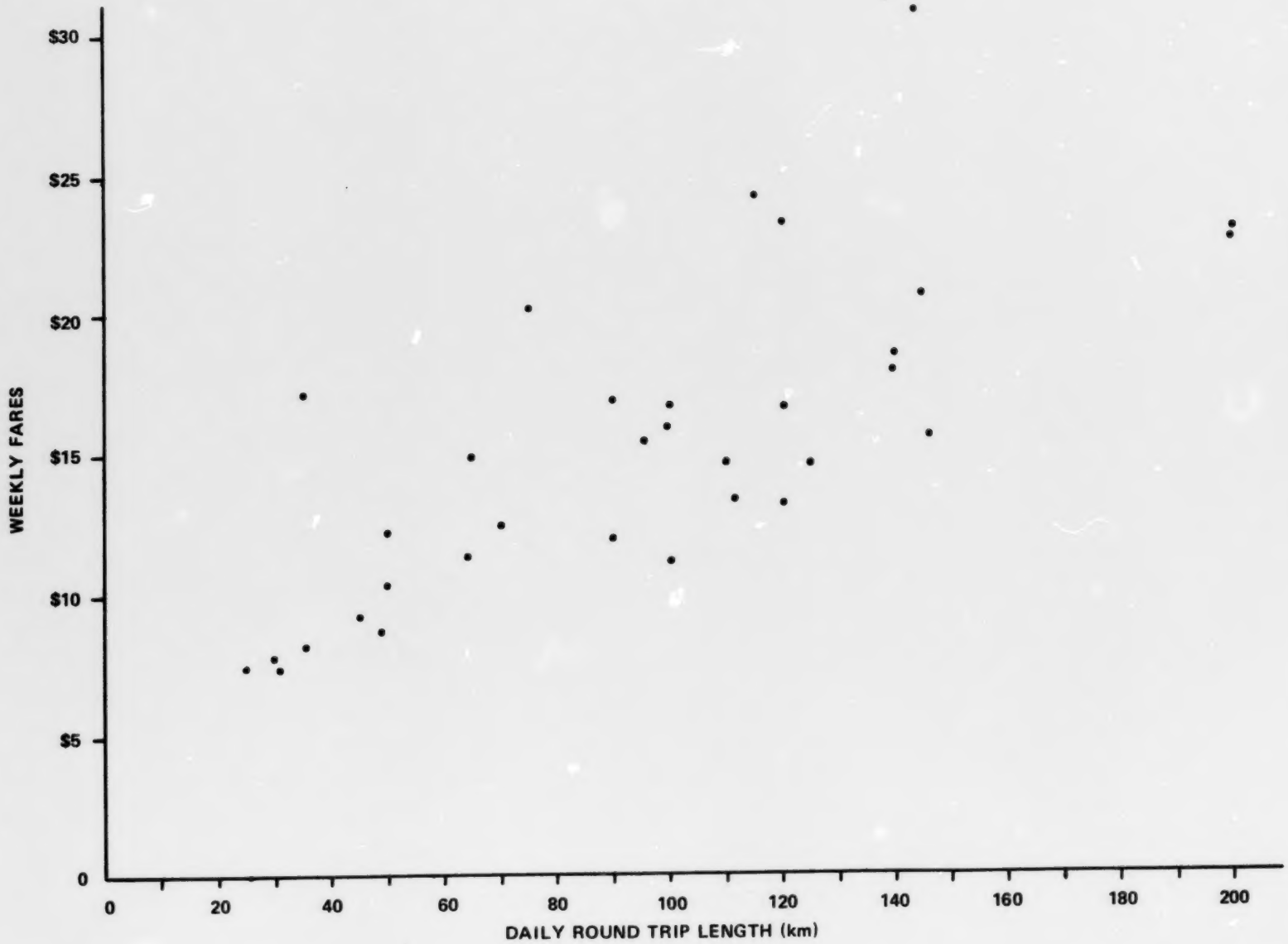


FIGURE 2/ PROGRAM SIZE



* Includes Highest, Lowest and Average Fares for Each Company

FIGURE 3/ RANGE OF WEEKLY FARES

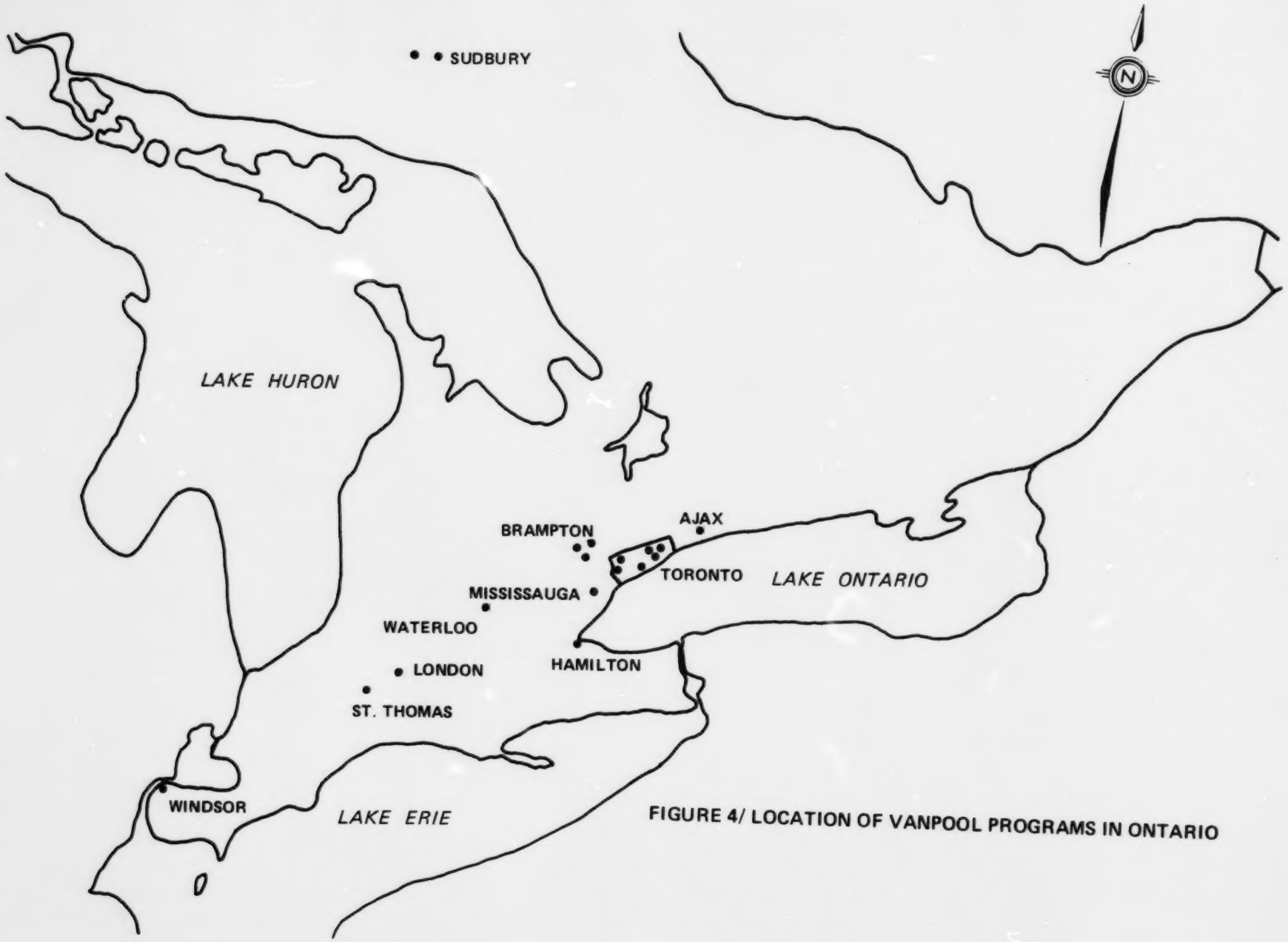


FIGURE 4/ LOCATION OF VANPOOL PROGRAMS IN ONTARIO

INVENTORY OF EMPLOYER-SPONSORED VANPOOLS

BELL CANADA

Address: 393 University Avenue, F19
Toronto, Ontario
M5G 1W9

Administrator: Ron Mason

Telephone Number: (416) 599-4901

Program Initiation Date: November, 1979

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 8

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
100 Wynford Drive	4	1500	NO
Scarborough Town Centre	1	600	NO
393 University Avenue	2	3100	NO
483 Bay Street	1	3500	NO

What factor(s) motivated the company to start a vanpool program? Parking problems, save energy.

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity.

Is program expansion anticipated within the next year? No.

Is status report available? Yes. Produced June, 1980.

COMPANY SUPPORT

1. Free administration
2. Estimate high resale value for the vans, and
3. Grace period if drivership falls below a certain level.

INCENTIVES

Priority Parking: Yes

DRIVER	**Free Ride:**	Yes
	Personal Use:	Yes, within a 160 km radius of home to a maximum of 800 km/month. Driver pays a per km rate equal to the operating costs.
	Incentive Fare:	11th passenger pays the driver directly.
	Right of First Refusal:	Yes
BACK-UP DRIVER	**Incentives:**	On days back-up drives, he/she is paid current daily rate by driver.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: Yes:
1) Defensive driving
2) BP Skid School
3) Safety bulletins and notices
4) Safety films.

BACK-UP DRIVER **How often does he/she drive?** Once every two weeks.

Percentage of riders with door to door service: 15%

VANS

Make: Chrysler **Engine Size:** 360 **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: 4-year lease, declining balance depreciation.

Total kilometreage to date: 895 000 km

Will the company consider acquiring propane vans in the future? No

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes, magnetic removable

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 4 years

Average Distance Expected: 50 000-180 000 km -- average 127 000 km

Average Salvage Value Expected: 30%

Proposed Method of Disposal:
Offer to:
1) Driver
2) Passengers, friends, etc.
3) Sell through leasing company

MAINTENANCE

Location: Up to driver, most use a local garage.

Regular Maintenance Service Interval: According to manufacturer's specifications.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 21.5¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$1M	$640/year
Collision-Comprehensive	$250/50 deductible	
How many accident claims has the program had since its inception?	2	
In how many of these accidents was the company vanpool driver responsible?	1	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	128 km	$21.16 week
Shortest:	65 km	$15.12 week
Average:	100 km	$16.74 week

CARPOOL PROGRAM? No

COMMENTS:

CHRYSLER CANADA

Address: 2450 Chrysler Centre
Windsor, Ontario
N9A 4H6

Administrator: Norman Wheeler

Telephone Number: (519) 973-2061, ext. 2061

Program Initiation Date: April, 1977

Number of Vans in Pilot Program: 10

Current Number of Vans Sponsored: 56

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Ajax Trim Plant	14	1800	yes
Pilette Road	27	2900	yes
Windsor Assembly	8	5400	yes
Chrysler Centre	7	1000	no

What factor(s) motivated the company to start a vanpool program?
Parking problem, employee relations, save energy.

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity, improved attendance, improved punctuality.

Is program expansion anticipated within the next year? Yes.

Is status report available? Yes, produced September, 1981.
Available to the public.

COMPANY SUPPORT

1. Free administration
2. Liberal personal usage policy to drivers, back-ups, and passengers with Class F.
3. Automatic payroll deduction for collection of fares.
4. Grace period if ridership falls below certain level.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride:	Yes
Personal Use:	Yes, unlimited personal use within a 160 km radius of city. Beyond that, permission of company required. Driver pays for gasoline.
Incentive Fare:	50% of 11th passenger fare if driver wishes, otherwise used to reduce fares.
Right of First Refusal:	Yes

BACK-UP DRIVER

Incentives:

1. Free ride on days he/she drives.
2. Use of van with permission of driver.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 95%

VANS

Make: Chrysler **Engine Size:** 360/318V8 **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** 9-propane 47-gasoline **Converted:** No

Acquisition: 1-year lease, straight line.

Total kilometreage to date: 4 500 000 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes, removable

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 12 months or 16 000 km

Average Distance Expected: 16 000 km

Average Salvage Value Expected: N/A

Proposed Method of Disposal:
Offer to:
1. Driver
2. Employees-on a first come basis
3. Sell through leasing company

MAINTENANCE

Location: Chrysler's own garage

Regular Maintenance Service Interval: Every 5000 km. Program charged 0.01¢/km to cover maintenance expenses.
Every 4000 km for propane vehicles in company service facilities.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 10.3¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	Under company fleet policy	N/A
Collision-Comprehensive	Self-insured with a $17/mo/van collision accrual	
How many accident claims had the program had since its inception?	2	
In how many of these accidents was the company vanpool driver responsible?	None	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	146 km	$15.60 week
Shortest:	44 km	$ 9.55 week
Average:	90 km	$12.00 week

CARPOOL PROGRAM No

COMMENTS:

CONSUMERS GAS

Address: P.O. Box 650
Scarborough, Ontario
M1K 1E3

Administrator: David Temple

Telephone Number: (416) 492-5469

Program Initiation Date: October, 1981

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 2

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Consumers Road	2	1200	No

What factor(s) motivated the company to start a vanpool program?
Parking problem, employee relations, save energy, good corporate image.

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity, improved punctuality.

Is program expansion anticipated within the next year? No.

Is status report available? No.

COMPANY SUPPORT

1. Free administration
2. No interest charged to poolers for any money advanced to program by company.
3. Grace period if ridership falls below a certain level.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes, within a 50 mile radius of company. Beyond that company permission required. Driver pays for operating costs.

Incentive Fare: Yes, 50% of the 10th and 11th passenger fares.

Right of First Refusal: Yes

BACK-UP DRIVER **Incentives:**

1. Free ride when he/she drives.
2. Personal use and incentive fare (when driving).
3. Right of first refusal to purchase.

OPERATIONAL FEATURES

Is program open to non-employees? Yes, although company employees get preference, and the van will not go out of its way to accommodate non-employees.

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 100%

VANS

Make: Chrysler **Engine Size:** 318 **GVW:** 3400

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: 5-year lease, declining balance

Total kilometreage to date: 315 000 km

Will the company consider acquiring propane vans in the future? No, but may consider NGV.

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes

Logo: Yes, permanent

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 5 years

Average Distance Expected: 100 000 km

Average Salvage Value Expected: 25-30% of purchase price

Proposed Method of Disposal:

1. To driver
2. To back-up
3. Posted on company notice board for employee purchase
4. Public auction

MAINTENANCE

Location: Consumers Gas own garage

Regular Maintenance Service Interval: According to the company maintenance schedule.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 14.71¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$2M	$161/year
Collision-Comprehensive	$100	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	100 km	$27.00 week
Shortest:	35 km	$21.25 week
Average:	68 km	$25.25 week

CARPOOL PROGRAM No

COMMENTS:

DOFASCO

Address: P.O. Box 460
Hamilton, Ontario
L8N 3J5

Administrator: Nev Galassi

Telephone Number: (416) 544-3761 ext. 3515

Program Initiation Date: November, 1981

Number of Vans in Pilot Program: 2

Current Number of Vans Sponsored: 2

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Hamilton	2	9500	No

What factor(s) motivated the company to start a vanpool program?
Parking problem, employee relations, save energy.

What benefits has the company experienced as a result of the vanpool program? Nil.

Is program expansion anticipated within the next year? Yes, if demand warrants.

Is status report available? No

COMPANY SUPPORT

1. Free administration.
2. Drivers can use company gas pumps to purchase gasoline.
3. Company pays for driver training.
4. Automatic payroll deduction for collection of fares.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes, but only for in-town trips. Driver pays for gasoline.

Incentive Fare: No

Right of First Refusal: Yes

BACK-UP DRIVER

Incentives: On days back-up drives, he/ she is paid current daily rate by driver.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education:

1. Company sponsored driver education.
2. Defensive driving
3. B.P. Skid School

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 50%

VANS

Make: Chrysler **Engine Size:** 360 **GVW:** 3300 kg

Number of Seats: 12 **Fuel Type:** gasoline **Converted:** No

Acquisition: 4 year lease (1 van) Straight line.
3 year lease (1 van) Straight line.

Total kilometreage to date: 147 110 km

Will the company consider acquiring propane vans in the future? Yes.

OPTIONS

Steel Belted Radials: yes **Tinted Glass:** Yes

Air-conditioning: Yes **Rust Proofing:** No

Radio: Yes, AM-FM **Cloth Seats:** Yes

Logo: Yes, permanent **Hinge Doors:** Yes

DISPOSAL

Average Service Life Expected: 4 years and 3 years

Average Distance Expected: 96 000 km

Average Salvage Value Expected: 25%

Proposed Method of Disposal:
1. Offer to driver
2. Sell through leasing company

MAINTENANCE

Location: Chrysler dealership

Regular Maintenance Service Interval: Every 6000 km

Maintenance Contract: Yes

ESTIMATED OPERATING COSTS N/A

INSURANCE

	AMOUNT	COST
Liability Coverage	N/A	N/A
Collision-Comprehensive	N/A	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH

Longest:	116 km	$ N/A week
Shortest:	95 km	$ N/A week
Average:	N/A km	$ N/A week

CARPOOL PROGRAM? Yes. No incentives offered.

COMMENTS:

FALCONBRIDGE LIMITED

Address: Canadian Nickel Division
Falconbridge, Ontario
P0M 1S0

Administrator: Bernie Murphy

Telephone Number: (705) 693-2761

Program Initiation Date: October, 1980

Number of Vans in Pilot Program: 4

Current Number of Vans Sponsored: 5

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Onaping	2	-	-
Lockerby	1	-	-
Falconbridge	2	-	-

What factor(s) motivated the company to start a vanpool program?
Employee relations, save energy.

What benefits has the company experienced as a result of the vanpool program? Nil

Is program expansion anticipated within the next year? Yes, if demand warrants.

Is status report available? No

COMPANY SUPPORT

1. Free administration.
2. In times of shutdown, company pays for the lease.
3. Low or no interest on money advanced by company to the program.
4. Automatic payroll deduction for collection of fares.
5. Grace period if ridership falls below certain level.

INCENTIVES

Priority Parking: No

DRIVER

Free Ride: Yes

Personal Use: Yes, to an annual maximum of 10% of years total mileage. Driver pays amount to cover operating costs.

Incentive Fare: Yes, incentive fare paid directly to driver by riders.

Right of First Refusal: Yes

BACK-UP DRIVER

Incentives: In four vans, back-ups are paid by the driver and get a free ride to work when they drive. In the fifth van, the back-up driver drives regularly and gets a free ride.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: Yes, defensive driving, and most drivers hold a Canada Safety Council Certificate.

BACK-UP DRIVER

How often does he/she drive? In four vans, only as required. In the fifth van back-up and main driver alternate driving; both get a free ride.

Percentage of riders with door to door service: 90%

VANS

Make: 2-Chrysler 2-Ford **Engine Size:** 350-360 **GVW:** 3000 kg
1-General Motors

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** Yes
2-Fords

Acquisition: 4-year lease, declining balance

Total kilometreage to date: 408 000 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes*

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: 3-yes
2-Vinyl & Cloth

Hinge Doors: 4-Yes, 1-No

DISPOSAL

Average Service Life Expected: 5 years

Average Distance Expected: 130 000 - 154 000 km

Average Salvage Value Expected: 10%

Proposed Method of Disposal:
Offer to:
1. Driver
2. Passengers
3. Sell along with other company vehicles to highest bidder.

MAINTENANCE

Location: Wherever convenient to driver.

Regular Maintenance Service Interval: First year according to manufacturer's specifications, thereafter usually twice a year or less frequently.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 15¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$26M (under fleet policy)	$400/year
Collision-Comprehensive	$250/$25	
How many accident claims has the program had since its inception?	4	
In how may of these accidents was the company vanpool driver responsible?	2	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	200 km	$26.00 week
Shortest:	100 km	$16.00 week
Average:	140 km	$18.78 week

CARPOOL PROGRAM? No

COMMENTS:

* Initially the logos were magnetic, however they were stolen. In the future, all logos will be permanent.

Policy changed as of January 1983. Now only three weeks at less than break-even is allowed before riders will have to pay more to cover lost fare.

FORD MOTOR COMPANY OF CANADA LIMITED

Address: The Canadian Road
P.O. Box 2000
Oakville, Ontario
L6J 5E4

Administrator: Jack Carter

Telephone Number: (416) 845-2511

Program Initiation Date: March, 1982

Number of Vans in Pilot Program: 1

Current Number of Vans Sponsored: 12

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Bramalea	2	500	No
St. Thomas	10	3000	Yes

What factor(s) motivated the company to start a vanpool program? Employee relations, save energy, stimulate sales of Ford Econovans.

What benefits has the company experienced as a result of the vanpool program? Favourable corporate publicity, improved attendance, improved punctuality.

Is program expansion anticipated within the next year? Yes, three more vans at St. Thomas.

Is status report available? No

COMPANY SUPPORT

1. Free administration
2. Low or no interest on money advanced by company to program.
3. Company absorbs insurance premiums.
4. Automatic payroll deduction for collection of fares.
5. Grace period if ridership falls below certain level.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes, 160 km free/mo. Above that driver pays company a km rate equal to amount employees receive for using their personal auto for business use.

Incentive Fare: 50% of 10th and 11th fare is paid from company to driver.

Right of First Refusal: No

BACK-UP DRIVER

Incentives: Personal use of van if okayed by main driver.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 100%

VANS

Make: Ford **Engine Size:** 351 **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: Leased through Ford for 1 year

Total kilometreage to date: 230 000 km

Will the company consider acquiring propane vans in the future? Yes.

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes, permanent

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 1 year-vans change with model year.

Average Distance Expected: 12 000-15 000 km

Average Salvage Value Expected: N/A

Proposed Method of Disposal: Sell

MAINTENANCE

Location: Ford dealer

Regular Maintenance Service Interval: According to manufacturers specifications.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 11¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$1M	Absorbed by company
Collision-Comprehensive	Self-insured	
How many accidents has the program had since its inception?	1	
In how many of these accidents was the company vanpool driver responsible?	1	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	125 km	$14.91 week
Shortest:	50 km	$10.49 week
Average:	63 km	$11.37 week

CARPOOL PROGRAM No

COMMENTS:

GARRETT MANUFACTURING LIMITED

Address: 255 Attwell Drive
Rexdale, Ontario
M9W 5B8

Administrator: Len Kellow

Telephone Number: (416) 675-1411

Program Initiation Date: June, 1980

Number of Vans in Pilot Program: 1

Current Number of Vans Sponsored: 10

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Attwell	8	750	No
Carlingview	2	100	No

What factor(s) motivated the company to start a vanpool program?
Parking problem, employee relations, save energy.

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity.

Is program expansion anticipated within the next year? No

Is status report available? No

COMPANY SUPPORT

1. Free administration.
2. Company mechanic does oil changes and minor maintenance to vans for material cost only.
3. Company absorbs insurance premiums.
4. Automatic payroll deduction for collection of fares.
5. Estimate high resale values for vans.
6. Grace period if ridership falls below certain level.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes, to a maximum of 100 km/ week. Driver pays a per km rate equal to the operating costs.

Incentive Fare: Yes. 11th fare is paid from vanpool accounts to driver.

Right of First Refusal: Yes

BACK-UP DRIVER

Incentives: On days back-up drives, he/she is paid current daily rate by driver.

OPERATIONAL FEATURES

Is program open to non-employees? Yes. An employees spouse may also ride, however vanpool will not go out of its way for these people.

Driver Education: Yes. In-house driver-training program.

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 70%

VANS

Make: General Motors **Engine Size:** 350-8 cyl **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** 9 vans gasoline **Converted:** No
1 van propane

Acquisition: Purchased

Total kilometreage to date: 550 244 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes, permanent

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Some, others are vinyl

Hinge Doors: No

DISPOSAL

Average Service Life Expected: 5 years

Average Distance Expected: Not determined

Average Salvage Value Expected: Suggested year market value or near

Proposed Method of Disposal: Offer to:
1. Driver
2. Back-up drivers
3. Company employees

MAINTENANCE

Location: Company mechanic does minor tune-ups and oil changes. Major work done by a garage chosen by the company in area.

Regular Maintenance Service Interval: As the driver deems necessary.

Maintenance Contract: No

ESTIMATED OPERATING COSTS

Not assessed on a per km basis. Company adds 10% for maintenance to the monthly gasoline useage and charges the total to the poolers. Fares are reviewed once per year.

INSURANCE

	AMOUNT	COST
Liability Coverage	Under company fleet policy	NIL -- absorbed by company
Collision-Comprehensive	$250 deductible	
How many accident claims has the program had since its inception?	2	
In how many of these accidents was the company vanpool driver responsible?	None	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	200 km	$23.00 week
Shortest:	70 km	$12.50 week
Average:	120 km	$16.80 week

CARPOOL PROGRAM? Yes. Three person carpools get a reserved spot close to the entrance door.

COMMENTS: The company has two starting times, 7:30 a.m. and 8:30 a.m. With the co-operation of their supervisors, most of the vanpoolers have been able to adjust their start/stop times to suit the vanpool runs.

GENERAL FOODS INC.

Address: 95 Moatfield Drive
P.O. Box 1200
Don Mills, Ontario
M3C 3J5

Administrator: Paul Gauthier

Telephone Number: (416) 441-5243

Program Initiation Date: January, 1983

Number of Vans in Pilot Program: 1

Current Number of Vans Sponsored: 1

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Don Mills	1	450	No

What factor(s) motivated the company to start a vanpool program?
Employee relations, company relocation.

What benefits has the company experienced as a result of the vanpool program? Favourable corporate publicity.

Is program expansion anticipated within the next year? No

Is status report available? No

COMPANY SUPPORT

1. Free administration
2. Free parking for van
3. Low or no interest on money advanced by company to the program.
4. Automatic payroll deduction for collection of fares.

INCENTIVES

Priority Parking: No

DRIVER	**Free Ride:**	Reduced rate.
	Personal Use:	Yes, within a 160 km radius of home. Beyond that, company permission required. Driver pays a per km rate to cover operating costs.
	Incentive Fare:	No
	Right of First Refusal:	Yes
BACK-UP DRIVER	**Incentives:**	Reduced rate when he/she drives.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER How often does he/she drive? As required.

Percentage of riders with door to door service: 0%

VANS

Make: Ford **Engine Size:** 351 **GVW:** 3000 kg

Number of Seats: 11 **Fuel Type:** Propane **Converted:** No

Acquisition: Purchased

Total kilometreage to date: 35 000 km

Will the company consider acquiring propane vans in the future? No.

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: No

Radio: No

Logo: Yes, removable

Tinted Glass: No

Rust Proofing: Yes

Cloth Seats: No

Hinge Doors: No

DISPOSAL

Average Service Life Expected: 3 years

Average Distance Expected: 75 000 km

Average Salvage Value Expected: 35% of purchase price

Proposed Method of Disposal:
1. Offer to driver
2. Trade-in

MAINTENANCE

Location: Local garage

Regular Maintenance Service Interval: Every 8000 km

Maintenance Contract: No

ESTIMATED OPERATING COSTS 8.5¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$1M -- under fleet policy	$223/year
Collision-Comprehensive	Self-insured	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH			
Longest:	100 km	$111.90	week*
Shortest:	km	$	week
Average:	km	$	week

CARPOOL PROGRAM No formal program but it is encouraged by company

COMMENTS:

* $111.90 is divided by the number of riders in the van, therefore individual fares fluctuate with ridership.

INCO METALS

Address: Copper Cliff, Ontario
P0M 1N0

Administrator: Ken Heron

Telephone Number: (705) 682-2861

Program Initiation Date: October, 1980

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 2

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Copper Cliff Smelter	1	3000	No
Creighton Mine	1	600	Yes

What factor(s) motivated the company to start a vanpool program?
Employee relations

What benefits has the company experienced as a result of the vanpool program? Improved attendance, improved punctuality.

Is program expansion anticipated within the next year? No

Is status report available? No

COMPANY SUPPORT

1. Free administration.
2. Low or no interest on money advanced by company to the program.
3. Automatic payroll deduction for collection of fares.
4. Grace period if ridership falls below certain level on start up only.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes. However, permission required for distances over 200 km or 100 km radius. Drivers charged 18¢ per km for personal use.

Incentive Fare: Yes. The 11th passenger pays the driver directly.

Right of First Refusal: Yes

BACK-UP DRIVER

Incentives:

1. Free ride when he/she drives.
2. Personal use.
3. Next in line to purchase van if driver refuses.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 100%

VANS

Make: Ford **Engine Size:** 360 **GVW:** 3300 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: Open lease up to 100 months, declining balance

Total kilometreage to date: 96 100 km

Will the company consider acquiring propane vans in the future? No

OPTIONS

Steel Belted Radials: No

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: No

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 4 years

Average Distance Expected: 100 000 km + 80 000 km

Average Salvage Value Expected: N/A

Proposed Method of Disposal: Offer to:
1. Driver
2. Back-up driver
3. Return to leasing company

MAINTENANCE

Location: one van at Chrysler dealer, one van at local garage

Regular Maintenance Service Interval: According to manufacturers specifications.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 15.69¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$1M	$540/year
Collision-Comprehensive	$500/$100 deductible	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	144 km	$24.14 week
Shortest:	53 km	$12.76 week
Average:	99 km	$18.45 week

CARPOOL PROGRAM?

COMMENTS:

MUTUAL LIFE OF CANADA

Address: 227 King Street South
Waterloo, Ontario
N2J 4C5

Administrator: Les Orth

Telephone Number: (519) 888-2209

Program Initiation Date: October, 1980

Number of Vans in Pilot Program: 5

Current Number of Vans Sponsored: 6

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
King Street	6	1400	No

What factor(s) motivated the company to start a vanpool program?
Parking problem, save energy

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity.

Is program expansion anticipated within the next year? No

Is status report available? No

COMPANY SUPPORT

1. Free administration
2. Program charged only 4% interest on the money used to purchase the vans.
3. Automatic payroll deduction for collection of fares.
4. Grace period if ridership falls below certain level.

INCENTIVES

	Priority Parking:	Yes
DRIVER	**Free Ride:**	Yes
	Personal Use:	Yes, to a maximum of 500 km/month. Driver pays for gasoline.
	Incentive Fare:	10th and 11th passengers' fares paid to driver by company.
	Right of First Refusal:	Yes
BACK-UP DRIVER	**Incentives:**	Determined between driver and back-ups.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: Yes. Defensive driving course.

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 75%

VANS

Make: Ford **Engine Size:** 350 **GVW:** 2400 kg

Number of Seats: 12 **Fuel Type:** propane **Converted:** No

Acquisition: Purchased

Total kilometreage to date: 217 531 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: No

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected:	5 years*
Average Distance Expected:	60 000-65 000 km
Average Salvage Value Expected:	40% of purchase price
Proposed Method of Disposal:	Offer to driver. If driver does not purchase, unsure of how they will dispose of van.

MAINTENANCE

Location: Dealership in first year. Thereafter, up to driver.

Regular Maintenance Service Interval: First year, according to manufacturer's specifications. Thereafter at discretion of driver. Program charged 2¢/km to cover maintenance expense.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 10¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$13M	$720/year
Collision-Comprehensive	Self-insured	
How many accident claims has the program had since its inception?	3	
In how many of these accidents was the company vanpool driver responsible?	1	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	36 km	$8.20 week
Shortest:	25 km	$7.80 week
Average:	30 km	$8.00 week

CARPOOL PROGRAM? Yes. Free parking, and a reserved parking spot for three or more person carpools.

COMMENTS:

* Although the company originally estimated a five-year life for the vans, they may be kept longer if they are still in good working order.

NORTHERN TELECOM

Address: 8200 Dixie Road
P.O. Box 3 000
Brampton, Ontario
L6V 2M6

Administrator: Brian Hill

Telephone Number: (416) 451-9150

Program Initiation Date: June, 1982

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 3

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Dixie Road	3	3800	2-no 1-yes

What factor(s) motivated the company to start a vanpool program?
Employee relations

What benefits has the company experienced as a result of the vanpool program? Nil

Is program expansion anticipated within the next year? Not sure

Is status report available? No

COMPANY SUPPORT

1. Free administration and start-up activities.
2. Automatic payroll deduction for collection of fares.
3. Estimate high resale value for vans.

INCENTIVES

	Priority Parking:	Yes
DRIVER	**Free Ride:**	Yes
	Personal Use:	Yes, to a maximum of 800 km/month. Driver pays a per km rate to cover operating costs.
	Incentive Fare:	11th fare is paid to driver from company.
	Right of First Refusal:	Yes
BACK-UP DRIVER	**Incentives:**	Decided between the driver and back-up.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: Yes
1. Defensive driving
2. BP Skid School (for main driver only). Main driver trains back-up.

BACK-UP DRIVER **How often does he/she drive?** At least three times per month.

Percentage of riders with door to door service: 80%

VANS

Make: Chrysler **Engine Size:** 360 **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: 4-year lease, declining balance

Total kilometreage to date: 111 600 km

Will the company consider acquiring propane vans in the future? Not sure

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: Yes, permanent

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected: 4 years, 5 possible

Average Distance Expected: 80 000-110 000 km

Average Salvage Value Expected: Not determined

Proposed Method of Disposal: Offer to:
1. Driver
2. Back-up driver
3. Passengers
4. Open after above

MAINTENANCE

Location: Chrysler dealership

Regular Maintenance Service Interval: Serviced every 9500 km. Program charged 1.14¢/km for maintenance.

Maintenance Contract: No, but have purchased an extended warranty to cover parts for five years or 80 000 km, whichever comes first.

ESTIMATED OPERATING COSTS 15.3¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$220M	$500/year
Collision-Comprehensive	$200/$25 deductible	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	140 km	$20.95 week
Shortest:	65 km	$16.90 week
Average:	90 km	$17.00 week

CARPOOL PROGRAM No

COMMENTS:

3M Canada

Address: P.O. Box 5757
London, Ontario
N6A 4T1

Administrator: Dawn Scott

Telephone Number: (519) 451-2500

Program Initiation Date: May, 1978

Number of Vans in Pilot Program: 5

Current Number of Vans Sponsored: 16

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Oxford Street	16	1325	No

What factor(s) motivated the company to start a vanpool program? Parking problem, employee relations, save energy.

What benefits has the company experienced as a result of the vanpool program? Reduced parking congestion, favourable corporate publicity.

Is program expansion anticipated within the next year? No.

Is status report available? Yes, produced October, 1978, and April, 1980. Available to the public.

COMPANY SUPPORT

1. Free administration
2. Low or no interest on money advanced by company to program.
3. Automatic payroll deduction for collection of fares.
4. Grace period if ridership falls below certain level.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes. Driver pays a per km rate to cover the operating costs.

Incentive Fare: Yes. Ninth, tenth and eleventh fare is paid to the driver by the company.

Right of First Refusal: Yes

BACK-UP DRIVER

Incentives:

1. Personal use of the van
2. Back-up is paid by the main driver in an amount worked out between the two of them.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: Yes. Defensive driving course.

BACK-UP DRIVER **How often does he/she drive?** Except for one van, only in the absence of the main driver.
* (see comments)

Percentage of riders with door to door service: 100%

VANS

Make: Chrysler **Engine Size:** 360 **GVW:** 3000 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: Purchased

Total kilometreage to date: 1 150 000 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes

Air-conditioning: Yes

Radio: Yes, AM-FM

Logo: No

Tinted Glass: Yes

Rust Proofing: Yes

Cloth Seats: Yes

Hinge Doors: Yes

DISPOSAL

Average Service Life Expected:	5 years ***
Average Distance Expected:	-
Average Salvage Value Expected:	40% of purchase price
Proposed Method of Disposal:	1. Offer to driver. 2. Sell through an employee auction.

MAINTENANCE

Location: Local garage

Regular Maintenance Service Interval: According to manufacturers specifications.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 17.4¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	Yes	$224.00
Collision-Comprehensive	Self-insured	
How many accident claims has the program had since its inception?	10 (minor)	
In how many of these accidents was the company vanpool driver responsible?	9	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	112 km	$13.21 week
Shortest:	32 km	$ 7.74 week
Average:	48 km	$ 8.93 week

CARPOOL PROGRAM No

COMMENTS:

* One van had three back-up drivers. Each one of the four drives one week per month and shares in the excess revenue.

** The vans have passed the five-year mark and have been kept in service since they are still in good mechanical shape.

The company promotes vanpooling to the public and other companies.

UNION CARBIDE CANADA LIMITED

Address: 7655 Bramalea Road
Brampton, Ontario
L6T 4K5

Administrator: Hans Vaandering

Telephone Number: (416) 792-3210

Program Initiation Date: July, 1980

Number of Vans in Pilot Program: 1

Current Number of Vans Sponsored: 1

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Brampton	1	140	No

What factor(s) motivated your company to start a vanpool program? Company relocation, save energy.

What benefits has the company experienced as a result of the vanpool program? Improved attendance, improved punctuality.

Is program expansion anticipated within the next year? No.

Is status report available? Yes

COMPANY SUPPORT

1. Free administration
2. Low or no interest on money advanced by the company for the program.
3. Company absorbs insurance premiums.

INCENTIVES

Priority Parking: Yes

DRIVER

Free Ride: Yes

Personal Use: Yes, limited to 13% on years total mileage. Driver pays a rate to cover the cost of fuel.

Incentive Fare: No

Right of First Refusal: No

BACK-UP DRIVER

Incentives:

1. Shares in free ride according to amount of driving done.
2. Personal use of the van if the driver agrees.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Back-ups and main driver share the driving responsibility equally.

Percentage of riders with door to door service: 0%

VANS

Make: General Motors **Engine Size:** 350 **GVW:** 2545 kg

Number of Seats: 12 **Fuel Type:** Propane* **Converted:** No

Acquisition: Purchased

Total kilometreage to date: 110 115 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes **Tinted Glass:** No

Air-conditioning: Yes **Rust Proofing:** No

Radio: Yes, AM-FM **Cloth Seats:** Yes

Logo: No **Hinge Doors:** No

DISPOSAL

Average Service Life Expected: 4 years

Average Distance Expected: 120 000 km

Average Salvage Value Expected: 25% of purchase price

Proposed Method of Disposal: Trade-in for a new one

MAINTENANCE

Location: Chevrolet dealer

Regular Maintenance Service Interval: According to manufacturers specifications. Program charged 5.7¢/km for maintenance.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 14.3¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	Included in company fleet policy	NIL, absorbed by company
Collision-Comprehensive	Self insured	
How many accident claims has the program had since its inception?	None	
In how many of these accidents was the company vanpool driver responsible?	N/A	

FARES

DAILY ROUND TRIP LENGTH			
Longest:	110 km	$13.49	week
Shortest:	km	$	week
Average:	km	$	week

CARPOOL PROGRAM No

COMMENTS:

* Van started on gasoline, converted to propane in August, 1982.

WESTINGHOUSE CANADA INC.

Address: Box 5009
Burlington, Ontario
L7R 4B3

Administrator: Nel Cheeseman (Mrs)

Telephone Number: (416) 528-8811, ext. 6469

Program Initiation Date: January, 1981

Number of Vans in Pilot Program: 1

Current Number of Vans Sponsored: 2

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Switch Gear & Control Division	2	75	No

What factor(s) motivated the company to start a vanpool program?
Company relocation

What benefits has the company experienced as a result of the vanpool program? Increased stability of the work force, improved punctuality.

Is program expansion anticipated within the next year? Possibly one more.

Is status report available? No.

COMPANY SUPPORT

1. Free administration
2. Automatic payroll deduction for collection of fares.
3. Estimate high resale value for vans.

INCENTIVES

	Priority Parking:	Yes
DRIVER	**Free Ride:**	Yes
	Personal Use:	Yes, permission required for longer out-of-town trips. Driver pays company 9¢/km.
	Incentive Fare:	No
	Right of First Refusal:	Yes
BACK-UP DRIVER	**Incentives:**	1. Personal use of van. 2. Paid for days he/she drives by main driver.

OPERATIONAL FEATURES

Is program open to non-employees? No

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 0%

VANS

Make: Chrysler **Engine Size:** 360 **GVW:** 3600 kg

Number of Seats: 12 **Fuel Type:** Gasoline **Converted:** No

Acquisition: Purchased

Total kilometreage to date: 200 000 km

Will the company consider acquiring propane vans in the future? Yes

OPTIONS

Steel Belted Radials: Yes	**Tinted Glass:** Yes
Air-conditioning: Yes	**Rust Proofing:** Yes
Radio: Yes, AM-FM	**Cloth Seats:** Yes
Logo: No	**Hinge Doors:** Yes

DISPOSAL

Average Service Life Expected:	4 years
Average Distance Expected:	125 000 km
Average Salvage Value Expected:	36% of purchase price
Proposed Method of Disposal:	Offer to: 1. Driver 2. To other company employees

MAINTENANCE

Location: Local Chrysler dealership

Regular Maintenance Service Interval: According to manufacturers specifications.

Maintenance Contract: No

ESTIMATED OPERATING COSTS 13.65¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	Under company fleet policy	$240/year
Collision-Comprehensive	$100/$25 deductible	
How many accident claims has the program had since its inception?	1	
In how many of these accidents was the company vanpool driver responsible?	None	

FARES

DAILY ROUND TRIP LENGTH			
Longest:	km	$	week
Shortest:	km	$	week
Average:	120 km (both)	$13.20	week

CARPOOL PROGRAM No

COMMENTS:

PEI ENERPOOL

Address: Department of Energy and Forestry
P.O. Box 2000
Charlottetown, PEI
C1A 7N8

Administrator: Ms. L.K. Mair

Telephone Number: (902) 892-1094

Program Initiation Date: October, 1978

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 4

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Provincial Admin. Building	1	1100	No
Employment & Immigration	1	450	No
PEI Addiction Foundation	1	20	No
PEI Telephone Co.	1	250	No

What factor(s) motivated the company to start a vanpool program?
Save energy.

What benefits has the company experienced as a result of the vanpool program? Favourable corporate publicity, improved attendance.

Is program expansion anticipated within the next year? No.

Is status report available? Yes.

COMPANY SUPPORT

1. Free administration
2. Grace period if ridership falls below a certain level.

INCENTIVES

Priority Parking: No

DRIVER

Free Ride:	Yes
Personal Use:	Yes. Limited personal use allowed, free of charge. Out of province use not allowed.
Incentive Fare:	No
Right of First Refusal:	No

BACK-UP DRIVER

Incentives:	Free ride when he/she drives

OPERATIONAL FEATURES

Is program open to non-employees? Yes

Driver Education: No

BACK-UP DRIVER **How often does he/she drive?** Only in the absence of the main driver.

Percentage of riders with door to door service: 70%

PEI ENERPOOL

Address: Department of Energy and Forestry
P.O. Box 2000
Charlottetown, PEI
C1A 7N8

Administrator: Ms. L.K. Mair

Telephone Number: (902) 892-1094

Program Initiation Date: October, 1978

Number of Vans in Pilot Program: 3

Current Number of Vans Sponsored: 4

WORK LOCATION	NUMBER OF VANS	NUMBER OF EMPLOYEES	SHIFT
Provincial Admin. Building	1	1100	No
Employment & Immigration	1	450	No
PEI Addiction Foundation	1	20	No
PEI Telephone Co.	1	250	No

What factor(s) motivated the company to start a vanpool program? Save energy.

What benefits has the company experienced as a result of the vanpool program? Favourable corporate publicity, improved attendance.

Is program expansion anticipated within the next year? No.

Is status report available? Yes.

ESTIMATED OPERATING COSTS 28.0¢/km

INSURANCE

	AMOUNT	COST
Liability Coverage	$3M*	$302.00
Collision-Comprehensive	$275 deductible	$410.00
How many accident claims has the program had since its inception?	2	
In how many of these accidents was the company vanpool driver responsible?	1	

FARES

DAILY ROUND TRIP LENGTH		
Longest:	170 km	$28.90 week
Shortest:	100 km	$21.90 week
Average:	120 km	$23.90 week

CARPOOL PROGRAM No

COMMENTS: * The four vans are also covered under the "umbrella insurance policy" carried by the province. It costs an additional $100/year and provides an additional $10M/van.